

WHOLE NUMBER, 14,706.

RICHMOND, VA., SUNDAY, SEPTEMBER 18, 1898.

THREE CENTS PER COPY.

VIENNA IN MOURNING.

Wilhelm and Other Sovereigns

Formally Received.

THE EMPRESS'S FUNERAL.

The Kaiser and Francis Joseph Kiss

Each Other Thrice.

A MOST IMPOSING PROCESSION.

Funeral Car Colossal, Drawn by

Eight Horses, and Escorted by a

Most Striking Body of Soldiers—

Exquisite Music at the Church.

VIENNA, September 17.—Emperor Francis Joseph, at 9 o'clock this morning, received the special representatives of foreign sovereigns. An hour later he received the visiting sovereigns, with the exception of the King of Saxony, whom he personally greeted at the railroad station.

Emperor Francis Joseph, Prince Hohenzollern, the German Imperial Chancellor, and Baron von Buelow, the German Minister for Foreign Affairs, received Emperor William at the railroad station. The Emperors shook hands, and kissed each other's cheeks three times. They then proceeded to the church, where Emperor William, in behalf of himself and the Empress of Germany, deposited on the casket containing the remains of the late Empress of Austria a floral wreath which his Majesty had brought from Germany. The Emperor dined at the German Embassy after the funeral, and started for Berlin this evening.

The aspect of this city to-day was more sombre than upon any day of the week of mourning. Hardly a house was without black drapery, and the entire population seemed to have poured out into the streets.

STREET-LAMPS SHROUDED.

The street-lamps were all alight, shining dimly through coverings of crape. Great torches threw glaring flames over the royal chapel in which the remains of the late Empress have laid in state since yesterday morning. The doors of the chapel were closed at noon, thus barring out thousands of people who were anxious to see the casket.

At 4 o'clock the tolling of bells announced the starting of the procession. The route from the Hofburg to the insignificant Church of the Capuchins, whose vaults entomb the Hapsburgs, is so short that only a small proportion of the population was able to crowd into the adjoining streets.

While the procession was being formed, the church was filled with the foreign princes, who arrived without ostentation, in closed carriages, and were conducted to the front pews. Even the rafters and floor of the church, in the centre of which stood the catafalque, were hidden with black drapery. Outside, a company of distinguished generals and staff officers were lined.

FUNERAL PROCESSION.

A detachment of cavalry led the procession, and was followed by a single horseman, a court officer, attired in a Spanish costume. Then came carriages, in which were seated the sovereigns, the Empress, and these were followed by a second detachment of cavalry. After these horsemen were three court carriages, drawn by six horses, covered with funeral trappings, and escorted by footmen. They contained the court dignitaries and ladies in waiting.

A train of servants followed, walking two abreast, and then came the most imposing feature of the procession, several companies of the Foot Guards and a squadron of the Horse Guards, followed by a detachment of Yeomen, all gorgeously uniformed, preceded the colossal eight-horse funeral-car. On either side were four footmen and four pages with lighted tapers, and the immediate escort of the car was composed of six stalwart gentlemen of the Archer Guard, eight Yeomen, six Hungarian life guards, and eight mounted life guards. Following the car were several bodies of infantry and cavalry.

AT THE CHURCH.

A large number of priests, in full canonicals, met the procession at the Augustine church, and proceeded with it to the Church of the Capuchins. The prayers there made, and the solemn benediction of the coffin, and united in intoning prayers, which were all exquisitely chanted during the service.

During the last prayer the coffin was lifted from the catafalque, and the clergy, kneeling, walked before it. Emperor Francis Joseph, attended by the highest officers of state, bearing wands, followed. This procession slowly passed from the sight of the congregation down a stone stairway to the vaults. After the benediction had been pronounced in the vaults, the mourners rescended, and the High Chamberlain handed the key of the vault to the Capuchin who is the guardian of the Imperial mausoleum.

THE R. & O. R. R. DEAL.

Conference of Officials—Confirmation

of Reports.

CINCINNATI, O., September 17.—The Baltimore and Ohio railroad officials arrived here to-day from Chicago, the party including Receivers John C. Cowen and George Murray, General-Manager William Green, F. W. Wiltshire, E. A. Watson, and George M. Shriver, of Baltimore. About the same time President E. R. Bacon, Vice-President W. W. Penbody, John Walker, and other officials of the Baltimore and Ohio Southwestern arrived from New York.

The officials of these sister lines were in conference during the forenoon at the St. Nicholas Hotel, and during the afternoon at the general offices of the Baltimore and Ohio Southwestern.

CONFIRMATION OF REPORTS.

President Bacon made a statement which confirmed the reports about the sale of the road, but Receivers Cowen and Murray insisted that they were agents of the court for the custody and operation of the railway, and not for its sale, and that they could not say anything regarding the recent sale or the future management or anything relating to future proceedings through the court.

They would neither affirm nor deny the reports as to what was done at the meeting in Chicago yesterday.

"NOTHING TO GIVE OUT."

Receivers Cowen and Murray, President Bacon, Vice-President Penbody, and the others remained in conference till evening, and then all joined in announcing that there was nothing whatever to give out.

Their conferences were renewed again at the St. Nicholas Hotel to-night, and may continue to-morrow.

President Bacon will shortly sail for Europe. It is currently reported that the trip of President Bacon to London is for the purpose of conferring with English interests in the proposed reorganization of this trunk line.

WHAT ARMOUR SAYS.

MILWAUKEE, WIS., September 17.—Philip D. Armour was here to-day attending the annual meeting of the directors of the Chicago, Milwaukee and St. Paul Railway Company, and practically confirmed the reports that he, in company with J. J. Hill, Marshall Field, and Norman B. Reed, had secured a controlling interest in the Baltimore and Ohio railroad. Mr. Armour said:

"I dislike to say anything on this matter now; it is very delicate, as you must understand. There is, however, some foundation for the report sent out from Chicago yesterday."

"How about the reference made to the Chicago and Great Western and the Wisconsin Central as uniting roads between the Baltimore and Ohio and Great Northern?" he was asked.

"Possibly no consideration has been given to either road yet. I cannot say what will occur in the future, but no deal is on at present concerning these companies."

THE PHILIPPINE ASSEMBLY.

It Rejects Spanish-American Protectorate, or Anything Spanish.

MANILA, PHILIPPINE ISLANDS, September 17.—The Philippine National Assembly, which was inaugurated at Malolos yesterday, continues in session, and is proceeding with the work of appointing committees, formulating rules of procedure, and other routine matters.

The assembly to-day unanimously resolved to reject the proposal of a joint Spanish-American protectorate over the Philippine Islands, or anything of a Spanish nature.

There are three parties represented in the assembly, one favoring absolute annexation and another absolute independence, while the third is formed of compromise annexationists, who apparently predominate.

The assembly will probably conclude its discussion of this matter in a few days.

NO NEW CASES OF FEVER.

Ponce Thinks There Has Been Wrong Diagnosis.

SAN JUAN, PORTO RICO, September 17.—Reports received here from Ponce say that no new cases of fever have developed there, and the opinion is growing that the existing cases of sickness have been incorrectly diagnosed.

The quarantine has, therefore, been raised, and Lieutenants General Brooke's staff, and Lieutenant Fielder and six cadets, from the cruiser Cincinnati, sailed for New York to-day, on board the British steamer Caribbean, which had arrived from St. Thomas.

SPANISH OFFER SCHOLARSHIP.

The Spanish authorities have offered Admiral S. Schley \$500 tons of coal at \$6 per ton. He has cabled to the department, at Washington, for instructions.

It is reported that Captain-General Macias to-day received information from Madrid that two steamships had sailed for San Juan, for the purpose of embarking troops for Spain.

AMATEUR CHAMPION GOLFER.

Findley Small Douglas, Formerly of Scotland, Defeats Smith.

MORRISTOWN, N. J., September 17.—Findley Small Douglas, formerly of St. Andrew's University, Scotland, but for the past eighteen months a resident of the United States, and a member of the Fairfield County Golf Club, of Greenwich, Conn., is the amateur champion golfer of America. He won the title to-day, after a hard week's work by beating Walter E. Smith, of the Connecticut Golf Club, of Lake Forest, Ill., by a score of five up and three to play, on the Morris County Golf Club's links.

In addition to the title of champion, Douglas won a handsome gold medal emblem of his preeminence among amateur golfers, and the Fairfield County club becomes the custodian of the perpetual trophy, which is a silver cup valued at \$1,000, presented to the late Theodore A. Havemeyer.

DON'T WISH TO BE NEAR THEM.

Our Colored Troops Not Popular With White Ohioans.

KNOXVILLE, TENN., September 17.—(Special).—An order was announced late this afternoon in Camp Holland brigading the Sixth Virginia and Third North Carolina colored regiments with the Second Ohio white regiment. The regiments are now encamped adjacent to one another, but it is rumored to-night that the Ohio regiment will seek to remove its camp to another part of Camp Holland, preferring not to be so near the negroes.

HANNIS TAYLOR MAY YET WIN.

Question of Nomination in His District Still Open.

MOBILE, ALA., September 17.—The question as to whether a nomination has been made in the First Alabama District is still an open one, as the Democrats supporting Hannis Taylor, candidate for Congress, ostentatiously defeated on the 13th, have taken an appeal to the State Executive Committee, setting forth that there was no quorum present when George Washington Taylor was nominated, and consequently that the legal nomination was null. The appeal will be heard next Thursday in Montgomery.

YELLOW-FEVER IN NEW ORLEANS.

One Case Officially Reported to Surgeon-General Wyman.

WASHINGTON, September 17.—Surgeon-General Wyman, of the Marine Hospital Service, was to-night informed of a case of yellow fever in New Orleans, La., in the following telegram from President Souther, of the State Board of Health:

"One case of positive yellow fever has been reported here. All proper precautions taken."

SPAIN'S PEACE COMMISSIONERS.

They Will Start for Paris on Sunday Next.

LONDON, September 17.—A special dispatch from Madrid says the Spanish peace commissioners were appointed to-day. They are Senor Montero Rios, president of the Senate, who is president of the commission; General Correo, and Senor Abazua, minister of the interior. The dispatch adds that they will start for Paris on Sunday next.

THE NEW WARSHIPS.

They Will Be Formidable Vessels

and Must Be Quickly Built.

GENERAL CHARACTERISTICS.

Official Description Given Out by the

Navy Department.

THE TORPEDO-BOAT CONTRACTS.

Mr. Trigg, It Is Thought, May Ob-

tain One Additional Destroyer and

Possibly Two Destroyers—Republi-

can Split in Second District Wide.

WASHINGTON, D. C., September 17.—(Special).—The three new battleships to be built for the navy under the authority of the Act of Congress approved May 4th ultimo, and the contracts for which were recently awarded, will be powerful warships. One of these great ships will be constructed at the Newport News Dry-Dock and Ship-Building Company's yards, and will necessitate the employment there of a large force of additional mechanics and other employees. A circular issued by the department, defining the chief characteristics of the ships, and which it was very difficult to obtain, classes them as "three sea-going coast-line battleships." The bidders on these ships were required to specify the time in which they agreed to complete their contracts, and no bids were considered which named a period in excess of thirty-three months for such completion. The following penalties will be imposed for failure to complete the vessels within the limit of the time specified by the bidder, viz.: During the six months next succeeding the expiration of the period, \$300 a day, and for each and every day during which such completion shall be delayed thereafter, \$500, Sundays, in both cases, excepted.

The following general characteristics were embodied in the department's designs, and their approximate equivalents were required in all designs submitted:

ELEMENTS OF DESIGN.

Length on load, water line, normal displacement, 358 feet; moulded breadth at water line, 72 feet; mean draft at normal displacement, about 21-1/2 feet; normal displacement, about 11,500 tons; total capacity, loose stowage, 1,200 tons.

The hull is to be of steel, not sheathed, with double bottom and close water-tight subdivision.

The arrangement of decks above water is to provide ample free board and berthing space, and to be fitted with fighting tops. The boats are to be stowed clear of the blast of the guns, and two life-boats are to be so carried as to be rapidly lowered under any conditions of weather.

The protection of the hull against injury to the water-line region is to be afforded by a side armor belt of a maximum thickness of not less than 16-1/2 inches, and a mean depth of 7 feet 4 inches. The belt is to extend at least from the stem to the after barbettes, and to maintain the maximum thickness through the engine and boiler spaces; from thence forward it may be tapered gradually to a uniform thickness of 4 inches. The transverse armor at the after end of the belt and that just forward of the boiler space will be not less than 12 inches in thickness. Barbettes for 12-inch guns will have armor 15 inches thick, except in the rear, where it will be reduced to 10 inches.

The turret armor is to be 14 inches thick throughout. The ship's side, from the armor belt to the main deck, will be protected by not less than 5-1/2 inches of steel. The armor on the main deck will be 10 inches thick, except in the forward portion, where it will be reduced to 8 inches.

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THICKNESS OF DECK.

A protective deck is to extend throughout the length of the vessel. Where this deck is worked flat, the total thickness will be not less than 2-3/4 inches, and where worked with inclined sides the slopes will be 3 inches in thickness forward and 5 inches in thickness aft. A cellulose belt is to be fitted along the sides the whole length of the ship.

A coming tower of not less than 9 inches in thickness, having an armored communication tube not less than 7 inches in thickness, will be carried in a suitable commanding position forward, the tube extending to the armor deck and affording protection to the voice tubes, bell wires, etc. An additional armored station will be fitted aft having armor not less than 6 inches in thickness.

In wake of the 6-inch guns on the main deck there is to be continuous armor 1-1/2 inches thick extending between the turrets. Further protection is to be afforded by 1-1/2-inch splinter bulkheads between the guns, extending from deck to deck.

The 6-inch guns on the upper deck will be protected by 5-1/2-inch armor, with 1-1/2-inch splinter bulkheads between guns.

Protection is to be afforded the smaller guns by shields and extra side plating.

THE ENGINES.

The engines will be of the vertical triple expansion four-cylinder type, two in number, one on each shaft, to be placed in two separate water-tight compartments. The boilers to be cylindrical, single ended, eight in number, to be placed in four separate water-tight compartments, to be constructed for a working pressure of 210 pounds.

There will be required the usual auxiliary machinery and space for operating the same for use of the engineer's department.

The total coal capacity is to be such that at least 1,200 tons can be carried with loose stowage without trimming.

The total weight of propelling machinery, including engines, boilers, and appurtenances, all fixtures in engine- and boiler-rooms, smoke-pipes, heating apparatus, stores, spare parts, heating apparatus, tools in workshop, water in boilers, condensers, pumps, pipes, and stern tubes (but not including turret-turning machinery, capstan, windlass, steering gear, or winches), shall not exceed 1,130 tons.

AUXILIARY MACHINERY.

The following auxiliary machinery, in addition to that pertaining to the main engines and their dependencies, is to be operated by steam power—viz.: Anchor and steering engines, deck and boat winches, ash hoists, blower engines, air

compressors, workshop machinery, and all pumps except those worked by hand. Ordnance masts will be supplied by the government and will be installed by the contractors.

The battery will be composed of four 12-inch B. L. guns, mounted in two heavily armored barbette turrets on the midship line, one forward and one aft; ten 5-inch rapid-firing guns in broadside on the main deck, and four on the upper deck within the superstructure, and a secondary battery of twenty-four rapid-firing and machine guns.

The weight of this battery of guns, with their mounts and carriages, will be about 574 tons. The weight of the ammunition required will be about 49 tons, occupying about 16,000 cubic feet stowage space in addition to the appliances and room for handling it.

TORPEDO REQUIREMENTS.

There will be two submerged torpedo tubes, extending a length fore and aft of about twenty feet and having a height of at least six feet. This compartment will be fitted up for the stowage of eight 17-foot torpedoes, and appliances and means for handling and operating the same. The total weight of all torpedo installations in this compartment, including tubes, will be about thirty-five tons. A separate room for magazine must be required for the stowage of torpedo war heads.

Underwater torpedo tubes will be supplied by the government, but the hull connections thereto are to be supplied by the contractors.

The complement of officers and crew will be about 590.

Provisions and small stores are to be carried for three months. Distilling apparatus and evaporators will be fitted for supplying fresh water. The allowance of water to be carried shall be sufficient for fifteen days, not including necessary water for sanitary purposes. Clothing, contingent, and small stores to be carried in sufficient quantities for the service of the ship for one year.

ELECTRIC PLANT.

The electric generating plant is to consist of eight units, each unit to have an engine, dynamo, and combination belt-drive, and each dynamo a rated output of 400 amperes at 80 volts. The total weight of the electric plant, including engine, dynamo, and belt-drive, shall not exceed 84,000 pounds. The total weight of the whole electric installation, including dynamos, engines, beltdrives, all fittings, wiring, stores, and four searchlights, must not exceed 74 tons.

The plant is to have electrical turning gear, to be furnished and installed complete by the contractors. The turret ammunition hoists, elevating gear, and ramming will be supplied by the government, and to be operated by electricity. The motors and controlling gear thereto are to be supplied and installed by the contractors.

Electric power shall be employed for operating all turret ammunition hoists, ramming gear, the guns for ventilating fans below the armored deck, and for small ventilating fans above.

SUMMARY OF PRINCIPAL WEIGHTS.

	Tons.
Guns and mounts.....	574
Ammunition, ordnance.....	49
Submerged torpedo outfit.....	481
Machinery, complete.....	1,130
Equipment, complete.....	199
Turret turning machinery.....	21
Boats and stores.....	29
Officers, crew, provisions, and clothing.....	144
Miscellaneous stores and water.....	81
Two-thirds of the machine tools.....	31
Full complement plus two-thirds of total stores, must be carried at the normal displacement of 11,500 tons.	

AS TO SPEED.

If on trial the average speed shall equal or exceed a speed at sea of 16 knots an hour for four consecutive hours, the vessel will be accepted at a reduced price, the price to be reduced to \$25,000 a quarter knot deficiency of speed from 16 knots to 15-1/2 knots, and at the rate of \$50,000 a quarter knot deficiency of speed from 15-1/2 knots to 15 knots. If the speed falls below 15 knots an hour, the vessel will be rejected, or accepted at a reduced price to be agreed upon between the Secretary and the contractors. In case of rejection, any money that may have been paid to the contractors on account of the refund will be refunded.

HULL TO BE REVERSED.

Acting Chairman Hull, of the Republican Congressional Campaign Committee, seems to have put his foot in it, when he recognized the Wise-Carney committee in the Second District, as against the Burroughs-Bowden, which has been named by the committee of the State Executive Committee. The Bowdenites have appealed to the supreme dictator, Mark Hanna, and there can hardly be a doubt that the action of Hull will be reversed, and the nomination of Burroughs-Bowden will be carried.

The candidate in the Norfolk District recognized as regular. The split in the party is now so wide and the feeling so bitter that W. A. Young, the Democratic candidate, will have a warm time of it.

TORPEDO-BOAT MATTER.

Secretary Long and Assistant-Secretary Allen, of the Navy Department, are both out of the city, and consequently no further action has been taken in the matter of awarding the contracts for the construction of the torpedo-boat and torpedo-boat destroyers.

Some officials believe that Mr. W. R. Trigg, in addition to the five boats already recommended by the board, will get one additional destroyer, and perhaps two.

PERSONAL.

President E. T. D. Myers, of the Richmond, Fredericksburg and Potomac railroad, is in the city, stopping at the Metropolitan.

General-Superintendent Joseph W. Kates, of the Southern division of the Postal Telegraph Company, who has been here for the past day or two, stopping at the Raleigh, on business, left this morning for Alexandria, from which point he will return to Richmond to-morrow.

Former-Editor Evan P. Howell, of the Atlanta Constitution, is in the city, to consult the President about his appointment on the proposed commission to investigate the management, or mismanagement, of the army during the present war.

With Spain by the War Department. He is at the Metropolitan.

W. R. Taylor, Mrs. J. D. Cabler, D. Tucker Brooke, wife, and daughter, of Norfolk, Va.; Warren L. Kultz, Chapel Hill, N. C., and W. R. Robins, are at the Raleigh.

ARMY ORDERS.

By direction of the Assistant-Secretary of War, Private John P. Wilson, Hospital Corps, now at Jacksonville, Fla., is transferred to Company M, Fourth Virginia Volunteer Infantry, at that station.

By direction of the Secretary of War, paragraph 9, Special Orders, No. 26, September 1, 1898, amending paragraph 7, Special Orders, No. 171, July 22, 1898, from Atlanta, Ga., is revoked, and he will be returning.

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AGAINST ANARCHISM.

Outcry in Some German Papers

for Suppressive Measures.

NO CHANCE OF SUCH ACTION

Russia and Austria, However, May Pro-

pose International Measures.

THE KAISER'S VISIT TO TURKEY.

Sultan Making Extraordinary Efforts

to Please Him During His Stay—No

Reciprocity Treaty With Germany.

No Sugar Agreement Yet.

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BERLIN, September 17.—The assassination of the Empress of Austria at Geneva, Switzerland, on Saturday last by an Italian Anarchist, has led to a violent outcry in some of the reactionary organs for suppressive measures. Indeed, some go to extremes, advocating measures against Socialists and their "allied political parties." Statements have appeared in several of the newspapers to the effect that the German Government intended to take the initiative in proposing international action. Official circles, however, deny any such intention, but they declare that any proposals on the subject will be well received by the German Government, which will do all possible to co-operate with united action.

In spite of this there is no chance of any sweeping, repressive legislation being adopted in the Reichstag, as the Centre party, without which no such measures could pass, says, through its leading organ, the Cologne Volks Zeitung: "The murder of President Carnot gave birth to the Umsturz bill of 1894. We may, therefore, expect that Lucheni (the assassin of the Empress of Austria) will cause a second edition of the bill to be introduced. But if so, it will suffer the same fate—defeat. Even the least-informed persons are aware that Socialists and Anarchists are not identical."

The Liberal newspapers all denounce the idea of repressive legislation, but there is a strong current in court and government circles in favor of such measures, and a dispatch sent to Emperor William by the spokesmen of the leading industrial associations of the Rhine and Westphalia, welcoming in advance any steps "to repress the enemies of the State and ethical order," is significant, especially as it was sent soon after his Majesty had personally, in a speech, pronounced himself in favor of such repression.

Diplomatic circles will not be surprised if Russia and Austria set on foot a proposal for international action against Anarchists, but they consider it extremely doubtful whether Great Britain, the United States, and Switzerland would co-operate.

The Deutsche Zeitung suggests that all the European governments agree to deport confessed Anarchists to a far-away island, and keep them there until they die.

NO RECIPROCITY YET.

It is authoritatively denied that Germany and the United States are upon the point of concluding a reciprocity treaty.

It is added that the tariff negotiations have not even reached the preliminary stage of an agreement respecting the points Germany urges regarding the sugar question.

The approaching visit of Emperor William to Turkey is now arousing considerable interest. The Sultan is making extraordinary efforts to please the Emperor during the latter's stay at Constantinople. The palace intended for his reception is being fitted up with lavish luxury. The decorations alone will cost 100,000 marks.

Emperor William will stay about twelve days at Constantinople.

The Turkish troops, it is asserted, are somewhat dissatisfied on the subject, as their arrears of pay have been devoted to the expense of Emperor William's visit.

WILHELM IN THE HOLY LAND.

The preparations at Jerusalem for the visit of Emperor William are in full swing. Streets are being cut through the city, and the regular mountains of rubbish in the bazaar quarter have been removed. The garrison of Jerusalem is especially active in killing, in order to be barefooted and wear nondescript uniforms, while the officers are little better than monks. All of these soldiers, however, are to receive new uniforms, the Emperor William to the Holy Land.

There have been many destructive storms recently in various parts of Germany. Enormous hail-storms have devastated the district around Ehlgen, Wurtemberg.

HABANA CROWDED WITH BEGGARS.

Closing of Soup Kitchen Fills the Streets With Them.

HABANA, September 17, via KEY WEST, FLA., 9:30 P. M.—As predicted, the streets and public places have again become crowded with beggars since the closing of the soup kitchen. Nothing could be more ridiculous than the state of affairs in the city of Havana. The beggars are no better off to-day than they were then. The raising of the blockade did not have the effect of reducing prices, which continue excessive for the poor.

TEN GUNS FROM THE TERESA.

Spanish Flagship Expected to Be Plotted to-Morrow.

WASHINGTON, September 17.—Captain Crowninshield, who was to-day acting as Secretary of the Navy, received a cablegram from Commodore Watson, at Guantanamo, stating that the wreckers have recovered ten 6-inch guns from the Spanish flagship Maria Teresa, and placed them on the collier Leonidas. The Commodore says that it is expected the Spanish ship will be floated next Monday, and that he will start for home Tuesday.

He is under orders to take command at the Maria Teresa and navy yard.

STORM PASSED OUR SHIPS.